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COUNTRY Poland

REPORT

TOPIC Breslau-Gandau Airfield and Air Activity Observed Over Breslau (Wroclaw)EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED DATE PREPARED 16 August 1955REFERENCES PAGES 2 ENCLOSURES TYPE) 1-sketch of dittoREMARKS

This is UNEVALUATED Information

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1. Breslau-Gandau airfield was located on the west-northwestern edge of Breslau (51 07 N/17 00 E) and was bordered on the north by a large cemetery and fields, on the east by the town sector of Gandau, on the south by the Pafawag Plant, and on the west by fields. The airfield covered an area of about 1,500 x 1,000 meters. The main supply road was Ul. Lotnica. A railroad line extended between the airfield and Pafawag Plant.
2. The airfield was used for commercial air traffic from and to Warsaw and for training activity by the Liga Lotnica which was equipped with gliders and conventional aircraft. No military units were stationed at the field nor did Polish Air Force aircraft land there. The entire landing field had a well-kept grass cover. No concrete runways or taxiways were observed. A concrete apron of about 500 x 150 meters was only observed in front of the flight control building and air terminal. No aircraft dispersal areas were seen in the open. There were three large hangars and one smaller hangar. One of the larger hangars was still partially destroyed from the war.
3. No quartering buildings were seen at the field. The flight control staff was housed in a long building, about 100 x 20 meters along Ul. Lotnica, just east of the entrance to the field. The ground story of this building housed other offices of an unidentified type and the reception hall for the air passengers. The upper story housed the billets of the personnel stationed at the field. A tower with a rotating radar screen was located on the eastern side of the building. There was also a steel tube antenna mast. The instruments of the weather station were placed on a site surrounded by a barbed wire fence at the eastern end of the concrete apron that was located between the flight control station and the landing field. Sport flyers of the Liga Lotnica stated that an underground fuel dump was established under the western section of this concrete apron, with underground gasoline lines 7 to 8 Km long leading to unidentified spots far outside of the field. A refueling point with a stand pipe was located next to one of the large hangars along Ul. Lotnica. A large water reservoir, presumably for fire extinguishing

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purposes, was seen in the eastern section of the field.

4. The field boundary was marked by white lamps and all obstacle lights in the vicinity of the field, such as workshops, smoke stacks of Pafawag Plant and some buildings in the eastern section of Gandau were marked by red obstacle lights. A barbed wire fence surrounded the field and civil sentries were posted at the guardhouse at the entrance gate. Patrols around the field were not observed. Civilians were temporarily permitted to enter the field as far as the air terminal, in particular on those days when there were air displays by the Liga Lotnicza (Aircraft League).
5. A twin-engine commercial aircraft of type DC 3 daily took off at 0630 for Warsaw via Lodz and another plane of the same type landed at 1830 coming from Warsaw via Lodz. A reserve plane of type DC 3 was permanently stationed at the field and parked in the hangar west of the entrance when seen from Ul. Lotnicza.
In addition to regular commercial flights, training courses on conventional aircraft and gliders were simultaneously held and lasted 3 to 4 months. Air activity by the Liga Lotnicza was discontinued when the commercial aircraft took off and landed.
6. About 3 gliders with fairing fuselage and cabin and 6 to 7 single-engine sport planes with one and two seats were available for day flying by the Liga Lotnicza. At the beginning of each training course, only local flying was practiced by two-seater sports planes. After some time, the student pilots used single-seater aircraft and made wider flights for up to 90 minutes duration. Aerobatics were only observed during air displays and were allegedly conducted by flight instructors. The gliders were towed by a sports plane and released in the air. During the first period of training, a flight instructor flew with the trainee. Later on, the trainees made solo flights in the vicinity of the field. Some gliders remained aloft for up to 2 hours. It could not be determined if flight training with conventional aircraft was also conducted in unfavorable weather.¹
7. Air activity over Breslau mainly involved single-jet aircraft with conspicuously swept-back wings and twin-engine conventional planes. The former aircraft mostly flew in elements of two, with up to 6 aircraft being aloft at the same time. Air activity was only conducted in fair weather or when the sky was cloudy. When the cloud base was high, jet aircraft in elements of two repeatedly flew through the ceiling while the second plane kept the same distance and interval as previously. In July 1954, air-to-air firing from jet aircraft was observed over the town of Breslau. A twin-engine aircraft towed the sleeve target while the jet aircraft attacked laterally from the rear and fired at a distance of about 300 meters. These attacks were repeated 5 or 6 times from the left or right side. There was night flying activity in fair weather either by conventional or jet aircraft. Searchlights located toward Karłowitz (50 53 N/17 43 E), a suburb of Breslau searched the sky. Then the searchlights finally fixed on a plane, heavy AA guns fired toward the aircraft.²
1. Comment. The report confirms that Breslau-Gandau airfield is used as civilian airfield at which the Liga Lotnicza also conducts training activity on conventional aircraft and gliders. 25X1
2. Comment. The jet fighters observed flying over Breslau are presumably MIG-15s from Schoengarten (Strachowice) airfield where a Polish fighter unit equipped with MIG-15s is believed to be stationed. 25X1

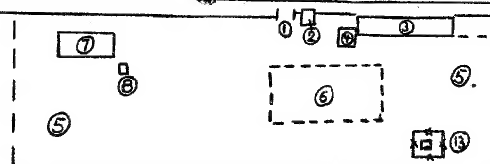
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Breslau-Gandau Airfield

UL. LOTNICZA

Annex

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Legend:

- 1 Entrance to airfield
- 2 Guardhouse with civilian sentries
- 3 Building housing flight control station and air terminal
- 4 Tower with radar screen
- 5 Concrete apron
- 6 Approximate location of underground fuel dump
- 7 Large hangar in which one commercial aircraft is permanently parked
- 8 Filling station with stand pipe
- 9 Water reservoir
- 10 Large undamaged hangar
- 11 Large damaged hangar
- 12 Small undamaged hangar
- 13 Place with weather instruments surrounded by barbed wire fence

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